

THE HERD

VOL.

NO. 2



A

Little
Magazine
Published

BY

THE

BUFFALO GASOLINE MOTOR CO.

BUFFALO, N.Y.

NOVEMBER

HERE ARE THREE SPLENDID ENGINE BARGAINS.

—o—

These Buffalo Engines have been taken in trade for new Buffalos. They have all been thoroughly rebuilt, old parts replaced with new parts, and finished up even to a coat of new paint. They are offered at the following prices:

No. 500, 3-4 h.p. 2 cylinder, weight 240 lbs., 700 r.p.m., gravity oiler, reverse gear, \$195.00

No. 502, 16-18 h.p., Bore 4½", stroke 5", 4 cylinder, weight 900 lbs., 600 r.p.m., jump spark battery, ignition, gravity oiler, reverse gear, \$500.00.

No. 506, 90-100 h.p. Bore 6¼", stroke 6¾", weight 1750 lbs., 900 r.p.m., jump spark battery and magneto, mechanical oiler, reverse gear, \$1200.00.

BUFFALO GASOLENE MOTOR CO.

1280-1290 Niagara Street :: Buffalo, N. Y.

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A Little Magazine Published by
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VOL 6.

NOVEMBER, 1919

No. 17

Canada Is Featuring Possibilities Of New Trent Valley Canal

**System Now Open To Minimum Depth Of Six Feet From Lake
Ontario To Lake Simcoe—Thirty-five Footers Next Year.**

HERE is an announcement which will interest Buffalo owners who contemplate cruising in Canada next spring. It is made in a letter received from W. H. Bennett, a member of the Canadian Senate. We quote from his letter as follows:

"Canada is very much interested, and has been for many years, in having an interior waterway from a point on Lake Ontario to Georgian Bay. This now accomplished system has the name of the Trent Valley Canal. It commences at Trenton, on the North side of Lake Ontario, and ends on the Georgian Bay at Port Severn, near the town of Midland.

"The system now is open on a minimum depth of six feet of water

from Lake Ontario to Lake Simcoe, and next year, 1920, there will be for motor boats of 35 feet in length, uninterrupted water communication from Lake Simcoe, near the town of Orillia, through to Port Severn, on the Georgian Bay.

"A committee, composed of Senators and members of the House of Commons in Canada, are very anxious to promote motor boat traffic from Lake Ontario to the Georgian Bay, and to this end secured the publication this year in Motor Boating, of an advertisement, which you will find in the September number of that magazine on page 112, and which we would be pleased if you would glance over.

THE HERD

"On looking through Motor Boating, we find the names of a great many firms who are interested in the United States in the manufacture of motor boat engines and motor boats, and we are therefore calling your attention to this waterway, with the hope that you may be able to do something towards promoting traffic on this water system during the season of 1920.

Six Feet All The Way

"You can rest assured that to Lake Simcoe from Trenton there is a minimum depth of water of 6 feet, and from Lake Simcoe to the Georgian Bay by locks and two marine railways, a system for transit of 35 foot motor boats will be in operation next year. Once on the Georgian Bay, this class of boats, namely 35 foot motor boats, can run up the Georgian Bay for say 75 miles in a maze of islands, and with an open run of about 40 miles could make Sault Ste. Marie. From thence, of course, they could run down Lake Huron and by the Welland Canal return to Lake Ontario. In turn, of course, they could leave Detroit and passing through Georgian Bay go on to Lake Ontario and return to Detroit via the Welland Canal.

"The presence of American motor boats, equipped with superior engines, would no doubt stimulate the trade in Canada for the use of American motors for boats.

"May we ask your endeavors during the coming winter season to do what you can to give publicity to the advantage of this route, as the greatest motor boat waterway in the world."

Why Both Worry?

"Does your husband worry about the grocery bill?"

"No, he says there's no sense in both himself and the grocer worrying over the same bills."—Topeka Capital.

The Negroes And The Balloon

A southern man of whom we read in Everybody's tells of a balloon ascension made from Charleston one hot summer afternoon. A thunder-storm came up. The balloonist, amid buckets of rain, the roar of thunder, and the flash of lightning, was blown about like a thistledown. On toward midnight he found himself over a plantation and threw out his anchor—a grapnel at the end of a long rope.

It happened that a negro had died in one of the huts of this plantation. The funeral was to take place in the morning. A dozen friends of the deceased sat in the soft summer night before the hut, telling ghost-stories.

Suddenly in the darkness above them they heard strange noises—a flapping, as of great wings, menacing cries. And they saw dimly a formless black shape.

All but one man ran. This one man, as he cowered on his stool, had the ill luck to be seized by the grapnel.

The grapnel going at a great pace, whirled him up for four or five feet in the air, and jerked him along at the rate of fifteen miles or so an hour.

"Oh, Massa," he yelled, squirming and kicking in that strange flight. "I's not de one! I's not de cawpse! Henry's in de house dah! In de house dah!"

What Is A "Grape Nut"?

"Hey, Jimmy, what is dis here grape nuts, anyway?"

"Grape nuts—why doze are the guys what drink grape juice?"—Printer's Ink.

"You are the only man in your company, Corporal, who hasn't applied for demobilization papers. Why is it?"

"I'm the only one as is married, sir!"—London Opinion.

King Of Siam Pins His Faith To "Engine of Constant Service"

Six Cylinder Buffalo Heavy Duty With 10 In. Bore And 12 In. Stroke Is To Supply Power For The New Royal Yacht.

BUFFALO Engines have just added another royal name to their list of users.

It is the King of Siam. Through a personal representative, who came to the Buffalo factory, he has placed an order for a 125-150 h. p. Buffalo of the heavy duty type. It is to be installed in a 90 ft. yacht, which the king will use personally.

The selection of a Buffalo to power this royal barge was the result of the good old experience test. Some three or four years ago, another member of Siam's royal family bought two smaller Buffalo engines. The performance of these little Buffalos won the king's approval, and when it came time to pick the engine for the larger yacht, a Buffalo was chosen, the king making the selection himself.

The King of Siam is, by the way, said to be an excellent judge of machinery. It is said that his dislike for an imperfectly operating engine either in a boat or a motor car is so decided that if there is the slightest noise or vibration, he will refuse to ride in it. That is one reason why his personal representative was so particular that the engine chosen should be not only of the greatest reliability but also smooth running and free from noise.

The selection of a Buffalo engine to power the new boat for the king of Siam brings attention to the fact that Buffalo engines have been largely used by royalty. At the present time, four of the reigning families of Europe have Buffalo

powered boats and from all accounts, the engines are giving good service.

A Nature Study

"What is that noise?" asked little James,

Out walking in the park.

"That noise you hear," his father said,

"Is but the dogwood's bark."

"And tell me why the dogwoods bark,"

He urged, "with such to-do?"

"I think," his father said, "they hear

The pussy-willows mew."

—Exchange.

Better Than None

An Arab went to his neighbor and said:

"Lend me your rope."

"I can't," said the neighbor.

"Why can't you?"

"Because I want to use the rope myself."

"For what purpose?" the other one persisted.

"I want to tie up 5 cubic feet of water with it."

"How on earth," said the would-be borrower, "can you tie up water with a rope?"

"My friend," said the neighbor, "Allah is great, and he permits us to do strange things with a rope when we don't want to lend it."

—Boston Transcript.

Buffalo Powered Tender To Peary's Ship Arrives In Port

**She Is Now On Way To Alaska Where She Will
Be Used On "Streams Patrol."**

MENTION of another Buffalo which is making good in Arctic exploration is contained in this clipping from the Free Press, Nanaimo, B. C.:

An interesting little vessel, an open launch, 24 feet in length arrived in the harbor yesterday, on her way to Wrangel, Alaska, leaving today for the north. The name "*Puffin*" will be familiar to anyone who has read the account of "Peary's" North Polar expedition, for this is the little boat used by Peary as tender to the Roosevelt in his search for the North Pole. The *Puffin* is now on her way to Alaska where she will be used in the "Streams Patrol" of the U. S. Fisheries Service.

Messrs. Goodner, Johnston and Summers are taking the boat north and will continue to operate her on the rivers and bays of Alaska.

The little boat is now powered with a four cylinder Buffalo high speed motor and looks as if she would get up a high speed when Engineer Johnston opens her out.

She is a very pretty sight, being built of hardwood with plenty of brasswork in her fittings.

His Start

Yes, sir, I got my start in life by clerking in a small grocery store at a salary of \$1.00 a week, and I managed to save money at that.

"But," said the listener, more observing than tactful, "of course that was before cash registers had been invented."—Hardware World.

Looking Forward

Crawford: When the airplane comes into general use it should add much to the joy of living.

Gayboy: That's so. When a fellow arrives home late at night he should be able to get into the second-story window without waking his wife.—New York Sun.

His Second Thought

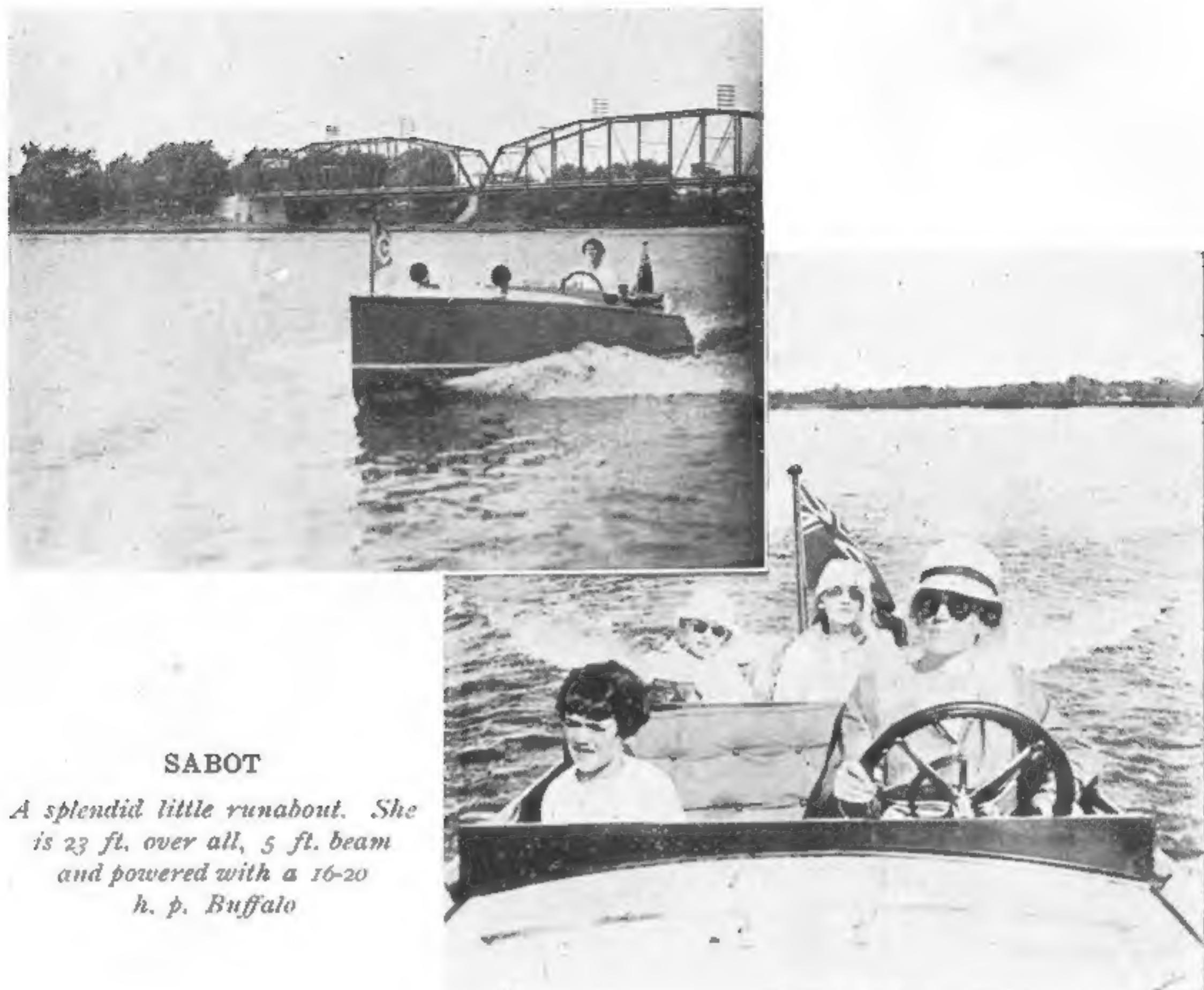
He: "Every time I saw grandfather's sword, and listened to his tales of war, I wanted to be a soldier."

She: "How does it happen you never joined the army?"

He: "Every time I saw grandfather's wooden leg, I changed my mind."—Home News.

Visitor: "How does the land lie out this way?"

Native: "It ain't the land that lies; it's the land-agents."—Classmate.



SABOT

A splendid little runabout. She is 23 ft. over all, 5 ft. beam and powered with a 16-20 h. p. Buffalo

Now We Know Why Drolet Has A Smile That Won't Come Off

People who have seen the picture of E. Drolet, Buffalo sales agent at Montreal, have remarked that he wears a happy, well satisfied look.

Now we know why. After repeated requests, he has finally sent us a photograph of his boat which is reproduced herewith.

He also sends a photograph of his family in the boat.

Mrs. Drolet is at the wheel of Sabot. She is 23 feet over all with 5 ft. beam and powered with a 16-20 h.p. Buffalo Engine, which gives her a speed of 16 miles per hour.

No, Smarty, we're not talking about the lady, it's the ship.

Capt. Currie Learns Reliability Is Cheap At Any Price

After Boat Has Drifted About On Lake Ontario 36 Hours As Result Of Engine Trouble Owner Buys A Buffalo

AFTER drifting about for 36 hours on Lake Ontario, as the result of an unreliable engine's performance, Captain Currie, of the motor boat *Primeau*, owned by J. B. Primeau, decided there was something after all in this talk of reliability being cheap at any price. So he came to Buffalo and ordered a 26-30 h.p. Buffalo Heavy Duty engine to replace the old engine which had gone wrong.

Right there he got his first demonstration of Buffalo service. He called at the Buffalo factory and selected his engine one evening at

five o'clock and the next morning at ten o'clock, the engine was shipped to him and the following day, a man was on the job to install it, with the result that the boat was all ready for sea and, in fact, underway the same week.

Exact information as to what went wrong with the old engine is lacking, all that is known is that it went completely out of commission and failed to respond for 36 hours while the boat drifted on the waters of Lake Ontario. She was finally sighted by the carferry Ontario, which runs across Lake Ontario, and was towed by the car ferry to Charlotte.



YVONNE

A Tunnel Stern fishing boat owned by Lucien Novion, Grouard, Alberta. She is 30 ft. x 6 ft. and powered with a 10-12 h.p. Buffalo



RHINEGOLD

This handsome cruiser is 37 ft. over all and powered with a 20 h.p. Buffalo. She is owned by Allan Des Busay, Vancouver, B. C.

Buffalo Export Advertising Matter In French And Spanish

After many delays, the new Spanish edition of the Buffalo Book is now on the press and will be ready for distribution about the first of November. This book is the same style and contains the same information as the new English edition of The Buffalo Book. It will be distributed free to all Buffalo sales agents in Spanish speaking countries. All they need do is to send in an order for the quantity desired.

The Buffalo Gasolene Motor Company has also published two more circulars in Spanish. They are translations of the circulars on high speed and the other on heavy

duty engines which were published a couple of months ago. Both are now ready for distribution. A catalogue in French and two circulars in French, one dealing with heavy duty engines and the other with high speed engines, are now in course of preparation and will be ready for distribution in a short time. The translation of these two circulars has been personally checked by E. Drolet, Buffalo sales agent at Montreal, who comes originally from Paris. In this way, we are sure of having the translation not only in good French but also the mechanical points of Buffalo construction correctly stated.

SUPPOSE---

SUPPOSE you had to go six blocks. And it was raining.

And suppose instead of spending four bits you got wet to the hide, and spoiled your best suit, and got pneumonia, and nearly died, but you saved that 50 cents—what would you do?

Yet people do that very thing in their engine buying. They buy a “cheap” engine for less, and think they are saving.

But they haven’t. They will pay sooner or later.

No matter what the price, a Buffalo is the best engine for the money, just exactly what we say they are, and will give the most power.

We could build cheaper engines but we couldn’t afford to do it.

The man who buys a “cheap” engine because it is “cheap” or “a Buffalo” isn’t fair with himself.

He’s like the man who saved four bits on the taxi fare.

ts for a taxi you walked, and you got soaked to
umonia and went to the hospital for six weeks
ould you call that real economy?

ring.

They have saved.

—many times over.

the bargain you can get. That is because they are not that kind of service.

build Buffalo engines a bit cheaper.

The salesman told him it was "just as good as a

xi.

THE BUFFALO GASOLINE MOTOR CO.
1280 Niagara Street Buffalo, N. Y.



INSTEAD of saying "It can't be done," let's say, "That sounds good, I'll do it."

* * * *

THREE is always more than one way to skin a cat, spoil a gas engine or write philosophy. For instance, we recently came across two definitions of love. One fellow said:

"Love is the doorway through which the human soul passes from selfishness into service and from solitude into kinship with humanity."

The other chap had somewhat the same idea but he expressed it thusly:

"Love is what makes red hair golden, white hair silver, and no hair a noble brow."

* * * *

THE other day we came across a little editorial in the Rochester Times-Union which carries such a stimulating message it is worth repeating. Here it is:

Tomorrow.

Tomorrow God will give you a fresh, new, clean day—unspoiled, unspotted.

It will be a day that never belonged to anybody else.

It will be your day, to do with as you wish.

It will be as the beginning of life to you—at least, you may make it so.

All your past failures may be blotted out, and your sins may be washed away—on this glad, new day.

The day will contain twenty-four golden hours, each hour set with sixty precious minutes.

Buffalo Bull

There never was a treasure so rich nor jewels so priceless, as these.

Diamonds and rubies and emeralds seem like dross beside them.

What are you going to do with them?

You may spoil them.

They are so easily tarnished.

An evil thought, an unkind word, a bitter grudge, a nasty grouch and their beauty is gone.

Pride, anger, selfishness, covetousness, snobbishness, hatred, jealousy—and the life is taken out of them.

* * * *

THE seven ages of man have recently been tabulated on an acquisitive basis, as follows:

First Age—Sees the earth.

Second Age—Wants it.

Third Age—Starts to get it.

Fourth Age—Decides to be satisfied with half of it.

Fifth Age—Becomes still more moderate.

Sixth Age—Now content to possess a six feet by two feet strip of it.

Seventh Age—Gets that strip.

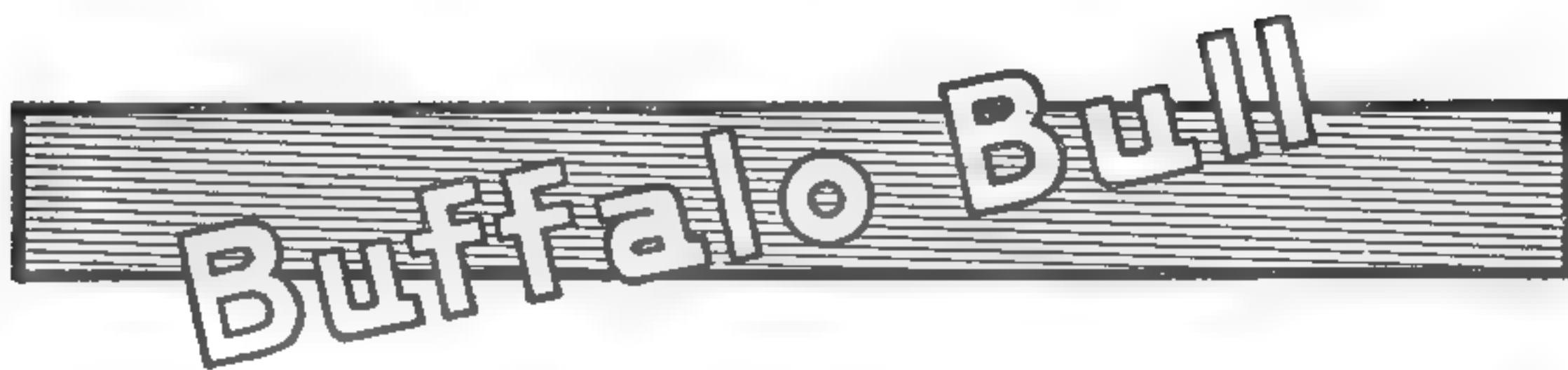
* * * *

THERE is a man in Pittsburgh who never let his stomach know that he got more than \$8.00 a week.

He started on that salary and he found that he could live on it. This was years ago, of course.

When he got his first raise in pay he saved the raise.

He did likewise with the second.



It was only a matter of a few years until he was able to buy a piece of real estate. A couple of more years and he bought his own home.

The matter of eating is something on which most of us frequently slip up. More money, probably, is allowed to slip by on too lavish and too expensive meals than in any other way.

This overeating—for it really is that—costs money that otherwise might be saved and it harms the digestion.

There may be people who carry such an idea to an extreme. But, nevertheless, the stomach is deserving of considerate treatment, since it can, by refusing to function properly, cause misery and incapacity.

It would be mighty profitable for any man to pass a luxurious meal for a good, plain meal and put the difference into Thrift Stamps. The Thrift Stamp has a lasting value, while the unnecessary delicacy is forgotten as soon as consumed, unless it be remembered years later in an attack of acute indigestion.

* * * *

LAST Sunday an Atchison man snoozed in bed until 11 A. M. Then he arose, dressed leisurely, had a nice breakfast, read the papers, smoked, loafed, took a nap, and in the evening ate a lunch, read a little, smoked, loafed and was agreeable as only a thoroughly worthless man knows how to be.

His wife arose early, scrubbed the children and got them off to Sunday School, cooked breakfast, cleaned up the house, cooked dinner, picked up things after her husband and the children, did some darning, got a Sunday night lunch, washed up the dishes, sorted out the clothes, put on the boiler ready for the washing the next day, darned some more stockings in the evening—and that night when the children went to bed one of them said to another: "Isn't it nice to have papa home all day? He's so much pleasanter than mama."

Isn't that the way? Worthless people always get the bouquets.—Atchison Globe.

Engine For Panama.

R. B. Potter, Balboa Heights, Panama, has ordered a 16-20 h.p. cruiser and runabout engine for his boat.

Runabout For Sale.

Alvaro L. Balcells, Buffalo sales agent for Cuba, is offering for sale a runabout in which he recently installed a 16-20 h.p. Buffalo engine. This boat he has been using for demonstrating purposes. He is having some souvenir cards printed showing pictures of the boat and he will be glad to send these to anyone that is interested.

New "V" Bottom.

L. M. Stevens, Victoria, Texas, with his partner, E. W. Parker, has ordered through Owen E. Smith, boat builder of Port Lavaca, Texas, a 16-20 h.p. Buffalo engine which they are installing in a 26 x 8 ft. "V" bottom cruiser.

Ned Baldwin's Boy.

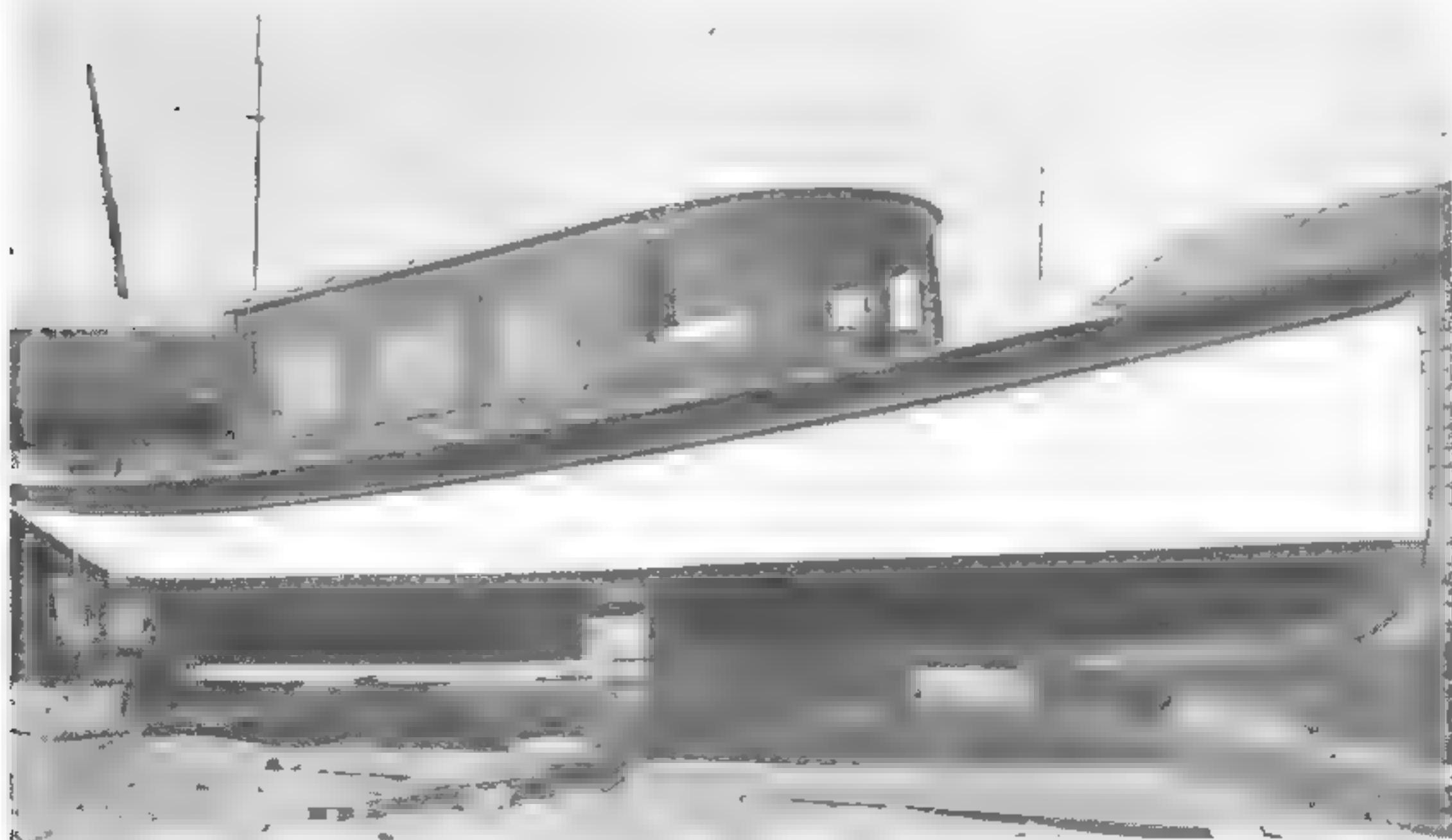
Ned Baldwin can no longer maintain his youthful front. Word has just been received that his son, Warner Baldwin, has entered the freshman year at Harvard University. With a boy in college, Ned is now in the old timer class.

Newspapering.

The proofreader on a small Middle Western daily was a woman of great precision and extreme propriety. One day a reporter succeeded in getting into type an item about "Willie Brown, the boy who was burned in the West End by a live wire."

On the following day the reporter found on his desk a frigid note asking: "Which is the west end of a boy?"

It took only an instant to reply: "The end the son sets on, of course."—Safety Bulletin.



*This Buffalo powered boat owned by H. L. Graves has been used on Sheepshead Bay
for the past three years*



OPHELIA

This boat powered with a 25-30 h.p. Buffalo engine is owned in Venezuela

My Hosiery.

The hours I've looked for thee, my
socks
A string of vain regrets to me;
I count you over—every one has
holes,
My hosiery, my hosiery.

Each toe a hole, yet never darned,
To find a heel, in absence wrung,
I count my socks unto the end,
No whole one there among.

Oh, memories that bless and burn,
Now that war knitting's on the
rocks;
Perhaps, my wife, you will at last
return
To darn my socks, sweetheart, to
darn my socks.

—Exchange.

“Paw, what is the difference be-
tween capital and labor?”

“Well, the money you lend repre-
sents capital, and getting it back
represents labor, my son.”

The Real Thing.

Two Tommies, disheveled, torn
with wounds, and altogether un-
tidy, were on leave in London. As
they strolled in Trafalgar Square
there approached a detachment of
the Windsor Guard in silver trap-
pingss, waving plumes, red coats,
long varnished boots shining like
mirrors, and kid gloves.

The Tommies looked on in silence
for a moment and then one nudged
his mate.

“Looka, Bill,” he whispered, in an
awed voice. “Them's sojers!”

“Bang!” went the rifles at the
manoeuvres. The pretty girl
screamed a surprised little scream
and stepped backwards into the
arms of a young man.

“Oh!” she said, blushing. “I was
frightened by the rifles. I beg
your pardon.”

“Not at all,” said the young
man. Let's go over and watch the
artillery.” —McClary's Wireless

Gentlemen, We Thank You!

This isn't a "free ad" for the Buffalo Gasolene Motor Co., but an appreciation of the latest copy of THE HERD, published by that concern. When the first number of THE HERD came to us, we says to Bill Rogers, sez we, "Huh, another one of these fool house organs"—but since then we have changed our editorial mind several times. In fact, we become exceedingly impatient if we do not get our copy on schedule time. More power to the keeper of THE HERD and the author of "Buffalo Bull!"—Motor Boat.

A Test For Spellers

This sentence President Eliot, of Harvard University is said to have given to Dr. Lowell, his successor as head of the university, stipulating that the words all be spelled correctly:

"It is agreeable to view the unparalleled embarrassment of a harnessed saddler or peddler sitting on a cemetery wall gaging the symmetry of a skilfully peeled potato."

Dr. Lowell, we are told, misspelled seven of the words. Read the sentence to someone who considers himself a good speller and see if he won't be tripped up over some of the words. They are all rather common, familiar ones, but even expert spellers are likely to go down before some of them.

—Copper's Weekly.

We're Betting They Can!

"Sign in a Milliner's Window reads like this:"

WANTED—Girl to trim rough sailors.

The Stuff

The test of a man is the fight he makes,

The grit that he daily shows;
The way he stands on his feet and takes

Fate's numerous bumps and blows.

A coward can smile when there's naught to fear,

When nothing his progress bars,
But it takes a man to stand up and cheer

While some other fellow stars.

It isn't the victory after all

But the fight that a brother makes;

The man, who, driven against the wall,

Still stands up erect and takes
The blows of fate with his head held high,

Bleeding, and bruised, and pale,
Is the man who'll win in the by and by,

For he isn't afraid to fail.

It's the bumps you get, and the jolts you get,

And the shocks that your courage stands,

The hours of sorrow and vain regret,

The prize that escapes your hands,

That test your mettle and prove your worth;

It isn't the blows you deal,
But the blows you take on the good old earth

That shows if your stuff is real.

—Author Unknown.

O, I'd love to be a sailor,

And o'er the world to roam;

v r o g

But if the waves got e y r u h,

I'd turn and

back home.

o

—Harold S. Osborne
in Power Boating.

In The Trail of The Herd

Melchior Armstrong & Desseau orders in September include a 20-24 h.p. Heavy Duty, a 10-12 h.p. Heavy Duty, two 16-20 h.p., a 40-60 h.p., a 25-30 h.p.

Gonzales Rubio & Co. Buffalo distributors at Guayaquil, Ecuador, have sent in orders for a 3-4 h.p. Medium Speed Buffalo and a 5-6 h.p. Medium Speed.

Alvaro L. Balcells Buffalo distributor at Santiago, Cuba, has added a 10-12 h.p. Buffalo Heavy Duty engine to his last order.

The Empreza Agricola Florestal Portugueza Oporto Portugal, have ordered two 20-24 h.p. Buffalo Heavy Duty engines to be installed in a work boat which will be used off the coast of Africa.

F. E. Bickford, Rochester, N. Y., has ordered a 5-6 h.p. Buffalo for his boat.

The United States Engineers at Nashville, Tenn., have ordered another Buffalo engine to power one of their boats.

W. M. Ferris, Laguna del Carmen, Mexico, has placed an order for a 20-22 h.p. Buffalo Heavy Duty.

Culver Military Academy, Culver, Ind., has ordered another 20-24 h.p. Buffalo.

Casal Limitada, Lisbon, Portugal, have placed an order for a 26-30 h.p. Buffalo Heavy Duty and also a 40-45 h.p.

John E. Bratt, Whitehall, Mich., has ordered a 16-20 h.p. Buffalo Cruiser and Runabout engine.

J. R. Rincon, Maracaibo, Venezuela, has ordered two 20-22 h.p. Buffalos.

Rapp-Huckins Move.

The Rapp-Huckins Co., Buffalo sales agents at Boston, have moved from 47 Haverhill street to 59 Haverhill street.

Sales Agent For Holland.

A. Westpalm VanHoorn, The Hague, has been appointed sales-agent for Buffalo engines in Holland through Melchior, Armstrong & Desseau of New York. His first order was for six Buffalo engines and he expects to be able to sell Buffalo engines in Holland on a large scale.



NANCY

A Buffalo powered auxilliary, owned by E. W. M. Bailey, Amesbury, Mass.

90-100 H.P. BUFFALO FOR SALE CHEAP

One of our customers has a 90-100 H. P. Buffalo engine, six cylinder, $6\frac{1}{4}$ in. x $6\frac{3}{4}$ in. which he is willing to sell at a bargain, having no further use for it. The engine has seen very little service, and is in good condition.

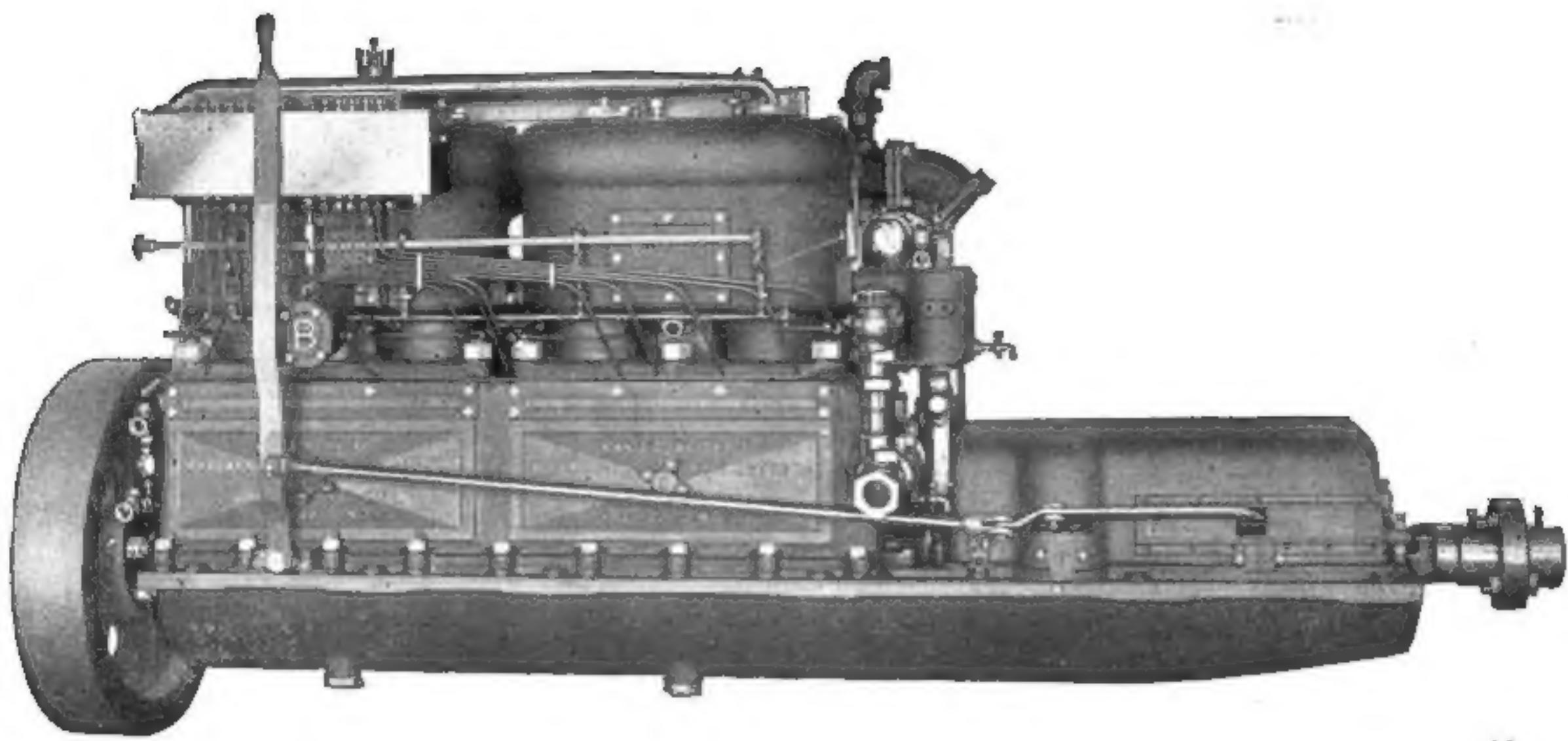
Full information on request

BUFFALO GASOLENE MOTOR CO.
1280-1290 Niagara Street :: Buffalo, N. Y.

ENGINES FOR TRACTORS

The Builders of Buffalos have a line of engines for farm tractors as well as for boats. They are built in a wide variety of sizes, and embody the good old Buffalo qualities—reliability and economy. Full information concerning the Buffalo tractor engines will be sent on request.

BUFFALO GASOLENE MOTOR CO.
1280-1290 Niagara Street :: Buffalo, N.Y.



**BUFFALO HEAVY DUTY TYPE—
THE PERFECT WORK ENGINES.**

Each kind of work presents a different problem. The engine which would be a splendid success in a fast runabout would not do at all in an oyster dredge.

For the heavier, more taxing kinds of work, we have the Buffalo Heavy Duty type built in a wide range of sizes. They are the perfect work engines—reliable, sturdy, economical.

The Buffalo Book will tell you all about them. Shall we send it?

**BUFFALO GASOLENE MOTOR CO.
1280-1290 Niagara St. :: Buffalo, N. Y.**